the magazine of PACIFIC FISHERIES

TUNA fisherman

JUNE, 1948

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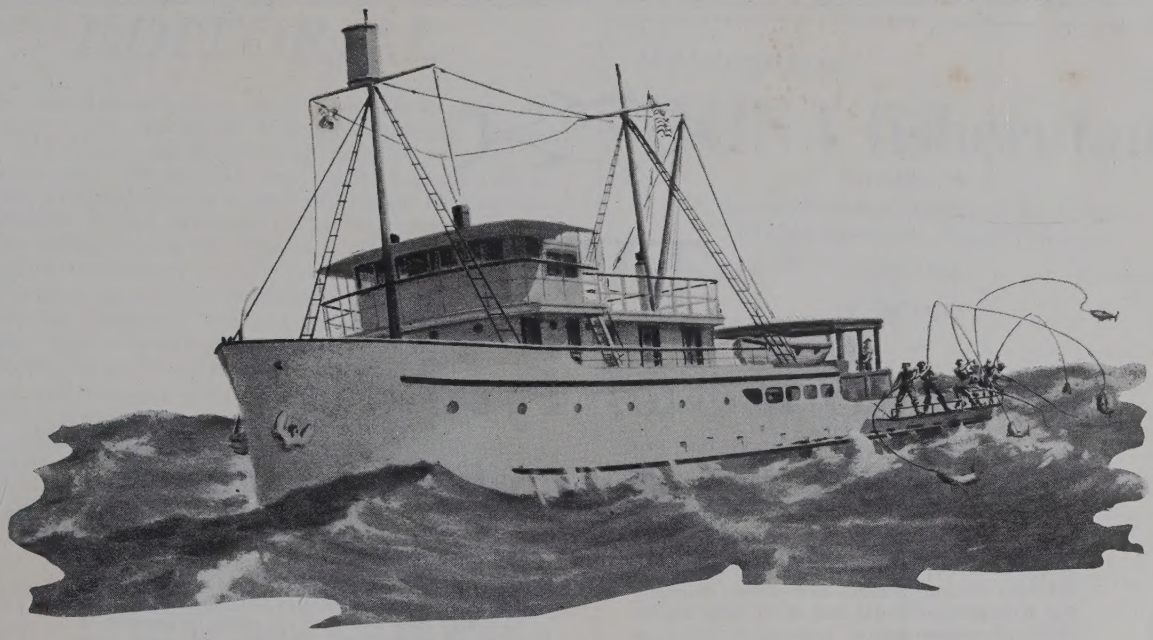

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San Diego, California

EDITORIAL

The sport fishermen, those gay lads who like to go out and lug home a boat load of fish so long as its strictly "in fun," have been doing a lot of screaming about the poor 1947-48 sardine season. "The fish ain't there!" seems to be their slogan, and they propose forthwith to slosh into ribbons the livelihood of thousands of men and women depending upon commercial sardine fishing, urging the State to adopt a rigid, arbitrary permanent law of closure via public referendum.

In striking contrast to the headstrong and violent attitude taken by the "sportsmen," we call attention of industry and lay citizens alike to a report prepared recently by Paul G. Pinsky and Wayne Ball of the California CIO Research Department.

This careful analysis, titled "The California Sardine Fishery," listed as a review of the biological, statistical and environmental information about the California sardine, was issued in concert by the California Fish Canners Association, Terminal Island; Fishermens Cooperative Association of San Pedro and the International Fishermen and Allied Workers of America, Local 33 (CIO) of San Pedro.

Here is an example of management and workers combining with scientists to get at the truth of a thorny problem. Here we find in heavily documented and carefully reasoned studies, a dispassionate and intelligent approach to the goal so earnestly sought by all of us—a bountiful natural sea food properly sustained and harvested for the good of all.

After exhaustively reviewing the findings and recommendations of fisheries experts and scientists of top repute; after checking through Government and State statistics going back to the turn of the century, this combined report recommends a voluntary system of regulation of the sardine catch for the 1948-49 season as a stop-gap measure, and a long-term program having as its end result eventual stabilization of the sardine fishery at an annual catch of approximately 500,000 tons.

Their proposal, in brief:

(1) *Limit the total sardine catch for the* 1948-1949 *season to an amount not to exceed* 200,000 *tons. Allocation of the catch to be* 50 *percent for canning and* 50 *percent for reduction. However, allocations for reduction can be used for canning. (A system of allocations proposed by Richard Croker, Chief of the Bureau of Marine Fisheries, at the February meeting of the Sardine Advisory Committee can be used as a guide.)*

(2) *Limit the size of the sardines to be taken for any purpose to eight inches (with a* 25 *percent tolerance by weight).*

(3) *Shorten the sardine season by one month, limiting the northern season to January* 15 *and the San Pedro season to February* 1*st.*

(4) *Limit the fishing week to five days per week.*

(5) *No sardines to be caught for any purpose between seasons. This means elimination of sardine bait fishing and prohibition of the special packs.*

(6) *In order to assure compliance with the above regulations, it is proposed that each canner and processor post a bond for not less than* $5000 *with the Sardine Fishery Management Committee to be set up as a voluntary regulatory agency, composed of one representative from each section of the industry.*

The above recommendations are reprinted as suggestions resulting from a really constructive effort to meet the problems brought about by recent poor sardine seasons. We question only section 5 of above. Those not in agreement will find ready listeners to alternate suggestions, or to additional constructive measures. But please remember that argument with clubs leaves only lumps on the heads of all!

THE COVER

Vigor and action are strikingly combined in our cover photo of fishermen poling in Tuna on a typical strike run through a school.

(S. D. Harbor Department Photo)

the magazine

TUNA fisherman

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A Journal, Published Monthly at San Diego, California, Serving the Pacific Fisheries

Volume 2 JUNE, 1948 Number 1

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Unforeseen press problems bring this issue of our publication to you somewhat later than usual. The regular schedule will be resumed with the July copy.

STAFF CHANGE

The Publishers of the Magazine TUNA FISHERMAN announce a staff change effective the July issue. Charles M. Hatcher's resignation as Editor, to assume a responsible position with the UNION-TRIBUNE Publishing Company of San Diego, returns him to his first love the United States Navy, and its story.

In keeping with an ever-present policy, regarding service, TUNA FISHERMAN made careful consideration for the post. A. C. Reading, returning to the Pacific Coast after three years, brings to this publication a wealth of background. Reading has held editing positions with THE SOUTHWESTERN MAGAZINE, THE PORT HURON GUIDE, THE PALAMINO, in the magazine field and has occupied similar positions with THE FORT WORTH PRESS, THE JACKSBORO GAZETTE-TIMES, THE MINERAL WELLS ADVERTISER and has acted as publisher of THE JACK COUNTY TIMES and GAZETTE. His contributions to these publications and to the slick magazines have been clean and to the point.

The selection, from among many candidates, was arduous. However, the publisher believes his efforts will make definite contribution to the fishing industry since a background of engineering experience as a design engineer dealing with hydro-dynamics, electronics, internal combustion engines, turbines, and related equipment, will lend authoritative analysis to his editorship.

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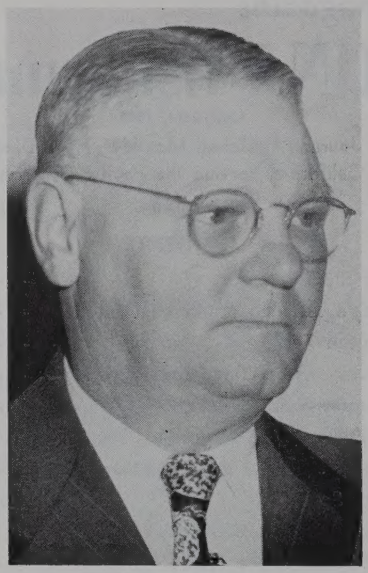

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the appointment of Charles Solberg as waterfront representative of Point Loma Pharmacy . . purveyor of drugs and first aid equipment to San Diego's incomparable tuna clipper fleet.

For more than fifteen years we have diligently served the fishing boats. We like them and they like us. In the future as in the past we will continue to supply the fleet with the latest in drugs and give instructions as to its use.

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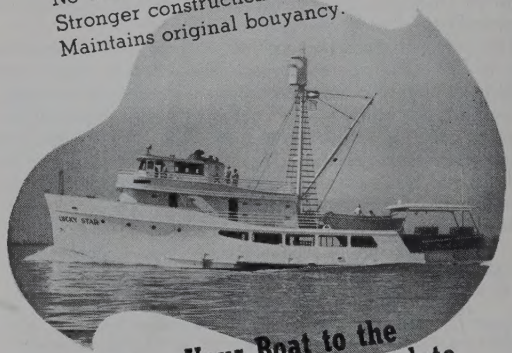

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the magazine
TUNA fisherman

State of the Industry

WITH THE ANNUAL RUSH of boats into ports at San Diego and San Pedro to unload burgeoning holds of tuna caught on the first general cruises of 1948, prospects for continued prosperity throughout the year, as in 1947, appear bright.

Prospects for continued heat upon the question of bait boat versus seiner methods of catching fish look just as likely. Events appear to be developing to the point where some sort of action will replace the millions of words hitherto the only result of many years of charge and counter-charge.

The present situation is packed with danger. This calls for immediate round-the-table discussions leading to a frank, cooperative and constructive steps which can solve the problems. The cost in time, money and cooperation will be returned a thousandfold.

"Cast your bread——."

DOLLAR FOR DOLLAR, few agencies of the Government return so much benefit to the people of this country as does the U. S. Fish and Wildlife Service.

Beginning with the next fiscal year, we note that the Service will have $2,644,169 more in it's tiny budget than it did last year, to balance against the increased cost of everything with which it must work in order to furnish the Fisheries of America scientific help against the constant pounding problems which beset it.

It is interesting to note at a time when literally BILLIONS of dollars are being voted to fling outward upon the grasping palms of foreign people, that the vital investigation, exploration and development of Pacific fisheries is allotted the overwhelming sum of one million dollars. But we're happy the necessity for such exploratory work has been recognized and grateful for each dollar appropriated.

RECENT NEWS FROM HAWAII indicates the strong comeback of the Hawaiian Tuna Packers and some interesting developments within the island fisheries structure.

Castle and Cooke, Ltd. of Honolulu, long one of the "Big Five" to which has been attributed so much of the economic power in the territory, has bought into the Hawaiian Tuna Packers for a 40% interest. According to data received through NFI and Wall Street Journal plans for further development of the company include a cannery in the Palau islands and possibly one at Truk, both part of the Carolines.

RECENT DISCLOSURE that Mexico is preparing to establish two fishing schools in which to train personnel in modern methods of fishing points up the lack of such facilities in this country, a nation favored by every natural circumstance in its drive to become the greatest home of fisheries in the history of the world.

One of the schools is to be situated in Mazatlan, according to the Mexican newspaper "El Nacional" where Pacific fishing problems can best be attacked. The other school, logically enough, will be at Alvarado where Gulf Coast fishing data may be studied.

STILL NO ANNOUNCEMENT as we go to press as to the new "Special Assistant for Fisheries," a $9,975 job which was officially set up last month by Acting Secretary of State Robert A. Lovett to assure the industry a top level representation in all matters between this country and others which may bear upon the well-being of our fisheries.

SAN DIEGO'S HARBOR AFFAIRS got an undoubted "shot in the arm" when the city's Harbor Commission unanimously appointed John Bate to be the new Port Director succeeding long-famous Joe Brennan, resigned. Bate was selected after careful consideration of an outstanding field of applicants numbering 22.

Bate joined the department in March, 1947, as an engineer, and previously had been with an engineering firm; had acted as field engineer in charge of surveys and construction for part of the California-Pacific International Exposition; was assistant engineer for the San Diego Civic Center building construction; resident engineer of the S. D. Unified School District building projects undertaking; and was in charge of civil engineering section at Consolidated Air.

Mr. Bate is a sturdy advocate of healthy but sound harbor expansion; believes in getting details done with engineering precision so that the whole job will be on firm foundations, and starts his new position with the respect and good wishes of all.

We will report in our next issue results of TUNA MAGAZINE'S campaign with the Harbor Department to bring to early reality the long desired, oft mentioned and as often deferred plans for building a true "Fishermen's Wharf" on the San Diego waterfront that would give San Diego's colorful Embarcadero its rightful emphasis.

Attention: Mr. Bate.

KUDOS ARE DUE to Mr. Don P. Loker of the French Sardine company. His unflagging battle to overcome the unpleasant appellation "Horse Mackerel" for a delicious, desirable fish product in favor of a term such as "Jack Mackerel" was crowned last month with success, with the U. S. Food and Drug Administration giving canners the 'Go" signal on the latter term.

Don't be surprised, however, if you also read upon the cans the term "Trachurus symmetricus," since the Washington folks suggested it might be a good idea to write the neat little descriptive title somewhere into the printed matter. Housewives thus should get both a good fish product and a flick of Latin at the same price.

HELP NOW TO CONQUER CANCER FOREVER

MONTEREY'S HOVDEN . . . MAN OF ACTION

Pioneer Packer, Still Dynamic Leader After 42 Years in Tuna and Sardine Fisheries, Vigorous in Fight Against Sardine Closure Referendum and Eager for Future.

"Inasmuch as the sardines and anchovies cannot be exterminated by man unless poisoned or blasted out of the sea by atomic force, "over-fishing" and "depletion" seem to be only empty words that the experts and the State Fish and Game Commission have learned to repeat, and they have been repeated ever since the infancy of sardine fishing in California the last 45 years.

"Even when the sardine pack was less than 10,000 cases a year, the cry of "depletion" of sardines was set up. This "depletion" then was actually caused by pollution in the Bay of Monterey by having the offal and broken fish dumped back on the fish grounds, and the *pollution* caused the fish to leave the southern part of the bay, and we had to go to Santa Cruz side for the fish for a couple of years."

So declared Knut Hovden in a recent written statement concerning studies now under progress about alleged sardine depletion by commercial fishermen. The tall, sturdy Monterey packer, head of numerous plants in that area, further emphasized his belief that conditions other than commercial fishing were affecting the sardine supply by pointing out in an interview with TUNA FISHERMAN representatives certain shifting of fish following dumping of chemicals and ammunition south of the Farallone Islands.

MR. & MRS. K. HOVDEN

AUTHORITY UNQUESTIONED

Hovden speaks with tremendous authority on any matter relating to packing and processing of sardines. Every word he utters is backed by 42 years of experience in California plus intensive earlier European school.

Knut Hovden was born in the famous Norway port of Bergen, where he received elementary and high school training. He then entered the National Fisheries College in Bergen, and was graduated two years later as a fisheries technician and engineer. A scholarship from the University of Oslo and from a school in Scotland aided him in making intensive studies of fisheries problems in Europe, and during his travel he became familiar with traffic matters, markets, handling conditions and freighting.

A bronchial illness led him to emigrate to this country, and in 1904 he turned up in Tucson, Arizona. Here, says Hovden, "the undertakers were all on hand to greet me." During a recent stop-over in La Jolla Knut jokingly declared he was headed back to Tucson, now 42 years in the background, to see how many of the morticians were left. He did some horse-haul seining in the shallows of the Columbia river, later on, and even began a salmon smoking business of his own at the old ferry town of Kalama, but the precariousness of the fish supply at that point and his own health requirements led to his further migration to California.

BEGINS AT MONTEREY IN 1905

In November, 1904, Hovden dropped in to see Frank E. Booth, thinking him connected with the Chicago fishery entrepreneur, A. Booth, who, it appears, was an uncle of the California fishery owner. Plans were underway to establish a new fish canning plant at Monterey, and Hovden was invited to join. In 1905 Hovden turned wholeheartedly to the Monterey sardine canning business, in the Booth plant which occupies about the same location as the enlarged activity does today. Daily capacity of the plant was five tons of raw fish, and cans had to be soldered by hand. Pack for the season (August 15—December 15) was about 6,000 cases.

Work was pretty much a matter of hard labor in the sardine canning business at that time, being almost entirely hand operations. Cost ranged from $2.25 to $2.50 per case. The catch of fish, for instance, was passed up in wicker baskets by hand from the boats to the wharf. Hovden, impatient with such techniques, brought out the purse-bottomed brailer in 1906 and the mechanical dryer in 1911 which superseded the earlier method of hand-flaking in open air.

By 1916 Knut Hovden was ready to branch out with his own cannery, and during July of that year took in its first shipment of fish. From that day on, through disappointments and setbacks such as destruction of one of his plants by fire; through "depletion" years and depression periods; against every competitive device known, Hovden has constantly made improvements and expansions of his business. He packed for a while in San Diego, turning out 12,000 to 15,000 cases of sardines in olive oil daily in the years between 1917 and 1930 at Pt. Loma where he was interested in what is now the High Seas Packing company, but feeling that his main interests were in Monterey withdrew to that area for consolidation and further development.

"Problems?" Hovden responded with a laugh when asked if he had encountered any particular troubles in late years in the

(Continued on page 14)

DIRECT WIRE . . .

STATE DEPARTMENT ANNOUNCES APPOINTMENT OF DR. WILBERT M. CHAPMAN AS SPECIAL ASSISTANT TO UNDER SECRETARY. DR. CHAPMAN WILL HANDLE COORDINATION INTERNATIONAL FISHERIES MATTERS. EXPECTED TO REPORT FOR DUTY APPROXIMATELY JULY 1.

A Sensible Sardine Management Policy

Sardines come and sardines go. Off the coast of California their migrations have shown extreme fluctuations over the years. What causes the heavy runs of one year and the scarcity of a subsequent season is a problem which has weighted heavily upon the fishing industry.

In an effort to obtain the viewpoint of scientists and fishery experts upon the matter of sardine scarcities and their correction, we wrote to Dr. Wilbur M. Chapman, acknowledgedly one of the top flight men in his field. We asked him *"Has the practice of commercial sardine fishing off the Southern California Coast, particularly from San Simeon to the Mexican border, been responsible for the apparent depletion of the sardines in these waters?"*

NO "PAT" ANSWER

Dr. Chapman answered that no one was able to give flat yes or no to our question and back up his answer with conclusive evidence.

Additional comments from his letter should prove of interest to the fishing industry and the general public because they are intelligent, reasoned and constructive—the sort of clear thinking that this sardine question requires in place of heated resort to rigid and "deep freeze" referendums.

We quote, in part, excerpts from Dr. Chapman's letter:

"The survival of young in the California sardine population was better than average in 1937 *and* 1938 *and was unusually large in* 1939. *This resulted in three year classes of unusually large size being available to the fishery. In the years immediately following these years the survival of young was, in contrast, unusually bad. This resulted in year classes of unusually small size following year classes of unusually large size through the fishery. So far as is known to me this alternation of success of survival was due to natural causes beyond the control of man and was not influenced by the fishery.*

It is necessary to understand that an intense fishery, such as the sardine population has been subjected to for the past fifteen years, magnifies the effect of natural variation in the size of brood years on the yield of the fishery. A heavy fishery reduces the number of year classes which support the fishery. This has happened in the sardine fishery, which now operates chiefly on two or three year classes instead of the seven or eight which supported it in former years. This has the effect of making a good year class, or a poor one, much more important to the yield of the fishery than if the fishery were supported by seven or eight year classes.

BROOD YEAR FLUCTUATIONS

In a fish like the sardine, in which there are large fluctuations in the size of the brood years as they reach the fishery, there is a similarly large fluctuation in the amount of sardine that the fishery can safely take each year without cutting into the brood stock so deeply as to have a damaging effect on the stock.

If you want a fishery which would yield 50 *million pounds of sardine each year into eternity this could easily be had by cutting the fishing intensity down sharply, and allowing the sardine population along the coast to build back to its former large size. Then the fishery would be operating on enough year classes at any one time that the effect of a good year class, or a bad year class, on the yield of the fishery would be relatively small. It would be cushioned by the fact that several year classes of normal size would be available to the fishery at the same time as it was.*

If, on the other hand, you wish a fishery which will yield 1,000 *million pounds in particularly good years you have to be prepared to take bad years as well.*

Some where between these two poundage extremes is a level of fishing intensity which will result in a maximum sustained production. This level will be determined by biological and oceanographic research and not by fruitless arguments between the sarine industry, the professional conservationists, and the Fish and Game Commission.

DEALING WITH NATURAL LAWS

We are dealing here with natural laws of population dynamics which cannot be amended by your favorite Congressman or Assemblyman and whose effect cannot be reversed or ameliorated by the Supreme Court. We can learn to understand these natural laws, and use them to our benefit, through reasearch; we cannot accomplish this simply through political pressure on the Fish and Game Commission or any other governmental body.

It seems to me that the principle function of the present sardine investigations is to further into the workings of these natural laws and, in particular, to elucidate the reasons for the variations in (1) the success of brood years, and (2) the availability of the adult fish to the fishery.

I do not believe that any amount of research will result in a highly intense sardine fishery that will be as stable as the well managed halibut fishery. I do believe that an understanding of the causative reasons behind the fluctuations in these two factors will result in an ability to anticipate and predict fluctuations in the yield of the fishery to the end that suden changes in yield such as that experienced in these past two years will find the industry prepared for them—with consequent lack, or minimizing, of economic distress.

We might even come out of it with a sensible management policy, agreeable to all hands, that would materially lessen the magnitude of these fluctuations in yield."

Dr. Wilbert McLeod Chapman, Director of the School of Fisheries, University of Washington, is confirmed by last minute direct wire as Special Assistant for Fisheries. The newly created post, in Undersecretary of State Lovett's office, will go a long way toward promising U. S. Fisheries a square deal in future international treaties which affect deep sea industries.

The position gives direct governmental nod to the West Coast's importance in naming a coastal figure. Dr. Chapman presents, herewith, his second contribution to the readers of The Magazine TUNA FISHERMAN. His first article "The Wealth Of The Ocean" appeared in the March, 1948 *issue.*

WASHINGTON DISPATCHES

AN IMPORTANT BILL to *"establish a Fish and Wildlife Commission as an independent Government agency"* was filed in the House on Friday, May 14, by Congressman Thor C. Tollefson, chairman of the Sub-Committee on Salt Water Fish and Shellfish Problems of the House Merchant Marine and Fisheries Committee.

Always a fighter for the entire fishing industry, Tollefson in this bill hopes to eliminate some of the diffused legislation which has hampered dynamic improvement of the American fisheries, and enable the industry to work out a long-term policy highly beneficial to the nation.

The bill specifically provides for (a) the establishment of an independent commission consisting of five commissioners appointed directly by the President with and by advice and consent of the Senate; (b) that two of such commissioners be fully acquainted with commercial fishing interests, two with wildlife interest and one with the general public interest; (c) for a transfer of FWS functions to the Commission including personnel, with a Chairman of the Commission chosen from its membership.

Need for this bill is self-evident, and a strong answer to such unsettling tendencies to meddle with the Fish and Wildlife Service as shown in the Hope Bill, which would transfer FWS to the Department of Agriculture. Under Tollefson's Bill, top jurisdiction over fisheries would remain where it is.

—o—

CALIFORNIA FISHERY LEADERS interested in having certain provisions of pending legislation acted upon favorably must get busy on wire or phone with their representatives on the Hill if there they are interested in measures still clouded or pigeon-holed. Looks as if Congress may recess along about June 18 or 19. Its an election year and the boys are anxious to beat the bushes.

—o—

FOOD AND DRUG ADMINISTRATION has given the starboard light to the California Fish Canners Association, via dependable U. S. mail, that its members may go ahead now and pack horse mackerel under the label of JACK MACKEREL. Due care must be taken, the Administration cautions, that the label does not deceive the public and that it does not imply the contents within the can to be Pacific Mackerel. The word "Jack" must be an integral part of the label.

This event marks a signal victory for the California Fish Canners Association and a personal achievement for Don Loker of French Sardine Company.

—o—

ABLE WILLIAM J. McWILLIAMS of Undersecretary of State Lovett's office is still busy screening the flood of applications for the newly created job of Special Assistant to the Undersecretary of State for Fisheries. From indications as we go to press they are trying to get three men at the top levels. The Special Assistant will be a CAF-15 with a salary of $9975—not big for private industry but solid indication of high rank within Government circles. There will probably be two men under him, both to carry high ratings.

Present thinking is along lines of a small staff, with the policy matters to be determined by the top three men and the bulk of the paper work to be carried by the Fish and Wildlife Service at request of the State Department.

SENATE BILL S. 2519, introduced by Senator George A. Wilson (Iowa) is in Senate Committee on Interstate and Foreign Commerce. It is a commercial fishing measure and covers all anadromous species, all shellfish, all tidewater species and fish in the high seas. The Secretary of the Interior (under the Bill) would be authorized and directed to determine when and to what extent, if at all, any fish protected by the Act may be taken, transported, bought or sold. He may specify open and closed seasons, open and closed waters, and many other regulations designed to perpetuate the various species of fish covered by the Act.

—o—

AT THE NFI CONVENTION in S. F. last April Tuna-Mag went into a huddle with Agriculture Department expert Charles Bowling. Mr. Bowling asked what could be done to help conditions on the coast and this magazine asked for a review of transportation conditions in particular. **(see page 11)**

NFI announced recently that John W. Bourke, fishery transportation specialist in Agriculture's transportation division is taking his first extended trip to study fishery transportation problems. Bourke was slated to begin his tour on May 26, heading West via Chicago, Duluth, and spending the bulk of his time on the Coast at Seattle, Portland, Astoria, San Francisco, Monterey, Los Angeles and San Diego.

Agriculture's transportation division, through its leaders, is showing willingness to aid the fisheries in obtaining equitable transportation rates, and NFI is cooperating in fullest measure, *but little can be done unless the industry itself pitches in to aid the cause!*

Hearings were concluded late in April on the Agriculture Appropriations Bill in which authorization was written on the House side to expand foreign markets for fishery products. Representative Thor Tollefson (Wash.) aided greatly, as in all fishery bills, in supporting the measure.

—o—

NATIONAL CANNERS ASSOCIATION reports that 7½ ounce cans of "Chatga" brand Russian Crab meat are on sale in Washington, D. C. retail shops at 89 cents per can. Label reads "This crab meat was packed in the U. S. S. R. aboard Russian floating canneries." In regard to Russian floating canneries, fishing industry people will remember Congressman Tollefson's figures on cannery ships fitted out and given to the Soviets by this country under "lend-lease." ***(April issue Tuna Magazine)***.

—o—

MEANWHILE the House Agriculture Committee reports continued hearings on H.R. 6054, which provides for transferring the FWS to the Department of Agriculture. The Izaak Walton league are among protestants to the measure.

—o—

MARKET NEWS SECTION of FWS is preparing a report on imports of fishery products from Central and South American countries in 1947 for publication in the Market News Report—should make interesting reading now that everyone wants to "get into the act" in fishing.

—o—

FWS REPORTS another YP boat is being obtained to further expand its activities under the Farrington Act for Fishery Research in waters adjacent to Hawaii.

"Japan's leadership in fish production and in the exploration of new grounds did not just happen. It was carefully planned and well executed . . . . the Japanese were forced by economic necessity to develop ocean resources."

OCEAN RESOURCES AND JAPANESE ENTERPRISE

(The following excerpts from an address by the noted fisheries expert, Dr. John Laurence Kask, formerly Assistant Chief, Fisheries branch, SCAP, Tokyo, should prove interesting to our people, seafarers or landlubbers alike.)

by Dr. John Laurence Kask

The world's valuable fisheries have traditionally been carried on only in that very narrow shallow water area which lies continental areas. Only occasional catches were made on the high seas. Today, still, only a small proportion of the total catch is taken from the high seas areas and hence the ocean areas still have little economic value. Very little is known of fish stocks in the oceanic areas either near the surface or in greater depths. Very little has been done to find out.

The only country that has really seriously tried to find out what fish occur in commercial quantities on the high seas was Japan. For many years before December 7, 1941, Japan led all the world in fish production and in the exploration and exploitation of new oceanic areas; in training men for fisheries work and in investigating fish and fish products. This was certainly true in the amount of effort Japan spent in developing her fisheries, if not always in the quality of the accomplishment.

JAPS FISH EVERYWHERE

Japanese fishing vessels were found in every ocean of the world. They fished on both sides of the Pacific north of the Equator, off Australia, in the Indian Ocean, off the West Coast of South America, off Argentina in the South Atlantic, and in the Artic and Anartic. Most of the Japanese fishing vessels, however, were found in that quadrant of the Pacific Ocean that lies north of the Equator and East of the international date line. From this area alone, Japan produced from three and one-half to five million metric tons of fish, or more than half of all the fish caught in the Pacific, and between one-fifth and one-quarter of all the fish caught in the world.

To produce this staggering amount of fishery products required a great deal of effort. In 1941, it took 1,500,000 Japanese fishermen, using 283,000 unpowered vessels, and 72,000 power vessels to make the catch. Only the total catch, however, is impressive, not the average catch per man or per vessel. But it was not fishing effort alone that produced the catch. Before 1941, Japan led the world in the exploration and exploitation of new oceanic areas, and in experimenting with new types of fishing vessels and fishing gear. I would like to tell you a little about their explorations and experimentation with gear.

At about the turn of the present Century, Japan's fisheries were almost entirely carried on in hand-propelled vessels and with hand gear. Soon after 1900, an Englishman came to Japan with a North Sea trawler. That was all that was needed. Soon the Japanese had built several trawlers just like the original and had expanded their fishing to all neighboring seas.

DR. J. L. KASK

They soon had copied also the otter trawl, V.D. trawls, beam trawls, and Danish two-boat trawls, and were fishing in the Yellow Sea, the East and South China Seas, in Tonkin Bay, off Australia, in the Indian Ocean and, of course, in the Okhotsk and Bering Seas, and many of the West Coast members of the National Canners Association saw trawlers off the Mexican Coast. Among others was the very modern 600-ton trawler with refrigerated storage compartments.

Some 40 large otter trawlers operated out of Japan proper before the war, but there were several hundred of the two-boat trawlers. These last landed nearly three-quarters of the trawl-caught fish. The Japanese, using very large crews, had really developed this method of fishing to a fine degree.

Tuna fishing was carried on by Japan before we even knew that tuna was good to eat. The early fishing for tuna was done mostly with tuna gill nets. Later, fishing with live bait and hooks was developed. When tuna proved a great delicacy and was in demand on world markets, the Japanese Government subsidized the big fishing companies in the building of more and more tuna vessels, and they were sent farther and farther from home to make their catch.

Tuna was found in commercial quantities in many areas of the Pacific around the Mandated Islands and as far South as the Equator. Substantial catches were reported by fishing captains from areas near the Equator. The fishermen that fished far from home, however, like our own tuna men, ran into live bait troubles. At first, the Japanese devised ingenious methods of catching coral fishes for live bait, but this was too burdensome and time-consuming. Some smart Japanese thought of using a long line, with hooks attached, laid near the surface of the ocean and held up by a series of buoys. This gear looks much like halibut long lines, only the gangings are much longer, from two to five meters in length, and usually alternate one long and one short. Units of this gear, from two hundred to four hundred meters in length, are placed in baskets. Many miles of this gear is set near the surface of the water.

SMART TECHNIQUES

The hooks are baited with frozen sardines, herring, strips of larger fish or squid. At times salt fish is used and even artificial lures augment fresh, frozen or salt fish. Most of the Japanese tuna fishing, which was carried on far from the Home Islands, was accomplished with this long line gear.

The Japanese were among the first also to develop the mother or factory ship. With these you are all familiar. These factory ships could process the fish caught by their broods of fishing vessels far out at sea. This development made the Japanese independent of shore bases. Of these factory ships she had several for canning crabs and salmon and, of course, their six 20,000-ton whaling factory ships were among the largest, most efficient and most modern in the world. The factory ship has recently been used successfully in this country, too, but not nearly as extensively as by Japan. Japan lost all her factory ships during the war, but she still has the know-how to build them and to operate them successfully.

Japan's pre-war leadership in fisheries

(Continued on Page 10)

KASK DESCRIBES JAP FISHERIES

(Continued from Preceding Page)

was achieved and maintained in other ways too. The Japanese went to great effort to prepare men for the fishing industry. To train expert fishermen, fishing captains, cannery foremen and plant managers, the Provinces of Japan supported 32 Provincial fishery schools in 24 Provinces. In these schools, everything was taught from how to row a boat and how to fish to meteorology and navigation.

To train teachers for the fisheries schools and executives and technicians for the fishing companies, two fisheries colleges were provided, and to train their top-flight fisheries scientists the Japanese Government supported fisheries departments in three of their National Imperial Universities.

The Japanese Provincial and Central Governments also supported and operated some 70 research and training vessels. Some of these vessels were excellently equipped, and a couple of the prewar vessels were the finest fishery research vessels afloat. The bigger boats had experimental canning and processing plants on board, and were almost self-supporting, as they sold their "experimental" catches on the public market.

Every Province of Japan with fishing interests, operated one or more fishery research stations. Of these Provincial research stations there were 112 in Japan. Besides these, the Central or Federal Government operated a large Central Fisheries Research Station in Tokyo with five strategically situated branch stations throughout the country. This "Central" station investigated not only the chemistry, physics and biology of fish and fishing, but also experimented with electronic methods of locating fish schools, new types of fishing gear, and sent out daily radio reports to fishermen giving weather reports and the location of the warm and cold water drifts so that fishermen might be guided in their search for fish.

Japan's leadership in fish production and in the exploration of new grounds did not just happen. It was carefully planned and well executed. Most of Japan's developments in new fishing methods, however, were no startling or brilliant discoveries. They proved economically successful in Japan only because men and labor came cheap. The same methods cannot necessarily be profitably employed in America because the premium on men and labor is high. The Japanese were forced by economic necessity to develop ocean resources. They are still desperately dependent on the seas.

And now, at the end of the greatest war of all times, the world finds itself short of food, with a constantly increasing population and its limited arable land area becoming increasingly impoverished. All lands are beginning to look to the ocean areas for additional food. Our government and our fishing industry are taking an active, though very recent part in exploring and harvesting this almost unknown and unregulated three-quarters of the world. No one knows just what wealth lies in these waters but there are indications that it is quite considerable.

Fly National Flags In Nicaraguan Waters . . . .

Mariners are cautioned to keep in mind a procedure which has been in effect since last October, a rule being enforced by Nicaragua which applies to both their Atlantic and Pacific coasts. Quotation from a letter set to all shipping agents in Corinto, Nicaragua, in April by the Port Commander, follows:

"For your information and in order that you may be so good as to communicate to all captains of the vessels of your principals, I take the liberty of informing you that, on the high seas, when the air patrol of the FAN (Nicaraguan Air Force) appears, they must raise the flag of their nationality. This order is for all steamships navigating in territorial waters or off the coasts of Nicarauga.

"The air patrol plane will circle around the vessel, giving it time to show the flag of its nationality in order to identify it and know what to expect.

"Failure to comply with this dispensable (sic) requirement in territorial waters or off the coasts of Nicaragua might cause regrettable accidents which it is desired to avoid.

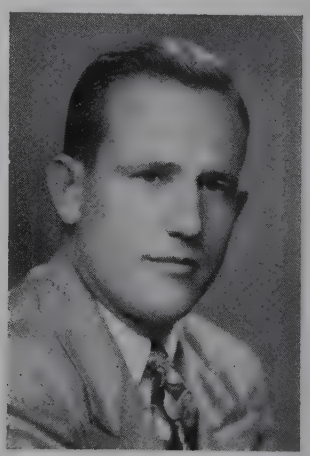
"I request you to notify me that this has been received (and) understood so that I may communicate your decision to my superior.

"Note: All steamships must display their name, letters or identification numbers on the bow and stern."

U. S. vessels planning to transit Nicaragua waters or to put in at Nicaragua ports are advised by the U. S. Fish and Wildlife service to notify their local agents in advance whenever possible, so that air force patrols may be informed.

Standard Oil Appoints O. B. Lyons Representative

If you see a man with tender shoulders walking warily along the Embarcadero in San Diego these days it likely will be O. B. Lyons, fuel and lubricant engineer for San Diego. He's been getting many a backslap from countless friends made during the past 19 years in his field here, congratulating him on appointment as of May 16 to the position of Special Representative (Marine), for the Standard Oil Company of California in San Diego.



HAL REQUA

Widely known advertising and public relations counselor, is settling solidly into his new berth as Advertising and Public Relations Director for the Sun Harbor Packing Company, expanding packing organization which only within the year has reached out as far north as Monterey.

Fishy Names From Fishermen's Gift

Grateful for a gift of $600 from the Fishermen's Cooperative Association, the San Pedro Boys club said the uniforms the money will buy will carry the Fishermen's Co-op name, and the five boys' teams to be outfitted will be dubbed: "Anchovies; Sardines; Mackerels; Skipjacks and Tunas."

Is the fishing industry squeezing pennies in procurement, production and selling of its products only to lose dollars in transporting those commodities to the buyer? An expert of national repute gives us some points to think about.

FISH CANNOT SWIM TO MARKET

by Charles B. Bowling, Chief
Transportation Rates and Services Division
U. S. Department of Agriculture

Your every day problems relate to catching fish, catching customers and catching dollars. The latter is the real objective of all your efforts. A dollar saved in transportation is as important as a dollar made in merchandising. Anything that takes your dollars is your problem.

Fsh cannot swim to market. They must be transported to such places of value. For this service a charge must be made. You bear these charges, and I urge you to consider this important factor of your business operations.

Department of Agriculture transportation specialists have found no evaluation of costs and charges for transporting fishery products. Apparently a determination has never been reached as to what is an equitable adjustment of freight rates for your products.

EQUITABLE RATES AIM

The term "equitable" freight rates should be understood. Our meaning of an equitable freight rate is one that is fair to both the shipper and the carrier.

The term "agricultural products," according to Section 207 of Public Law 733 - 79th Congress, includes fish, shell fish, and processed and manufactured products thereof. Section 203 of the same Act, in effect, authorizes and directs the Secretary of Agriculture to protect the transportation interests of all agriculturists in many prescribed ways. The Department's obligation is to asist you to improve the distribution of fish, shell fish, and their products, including fresh, dried, frozen and canned.

SPECIALIST FOR FISH

To accommodate the new demands placed upon us, another transportation specialist will be added to our group. This specialist will work exclusively on surveys and investigations of value to the fisheries trade. He will, first, make territorial investigations. His findings, with the aid of the industry, will suggest a plan of intensified action designed to improve in every way possible all angles of your transportation arrangements.

In acquainting ourselves with some mportant and potental aspects of the program that les ahead, consideratable discussion and planning have already had the attention of our staff. As an example, our specialist on protective services has conducted a number of laboratory and over-the-road tests on refrigerator cars, to determine improvements in construction and more efficient refrigeration as a means of reducing marketing costs. You can be sure that our fisheries transportation specialist will do his best to improve transportation arrangements in your industry. To give you a hint as to how we plan to proceed, our surveys must start from scratch because as yet we have not discovered any comparative studies made by your industry indicating whether or not your freight rate structures are just and reasonable or entirely unreasonable.

CHARLES B. BOWLING

In our zeal to do a good job for your entire industry we have tried to establish a pattern of new ideas that will stimulate us toward attaining the goal. We have read your reports and releases; we have studied government bulletins and have been collecting other pertinent data for some time. We are listing here a few of our ideas in order to "bait" you to offer suggestions to assist us in solving some of the industry's transportation problems. First is the basic and very real need for more protein food. Second is that the gist of your transportation problem is the volume of distribution charges. It is obvious that to solve these and related problems is a very worthwhile task.

IT'S A HUNGRY WORLD

The basic problem of the world's population is "food supply."

The world has approximately four billion acres of farmable land. It is estimated that to feed and clothe each person requires two and a half acres.

Another way of saying the same thing is that the total croplands of the world consist of four billion acres which supply enough food for 1.6 billion people. There are 2.2 billion mouths to feed.

Recently Sir John Boyd Orr, Chairman of the United Nations Food and Agriculture Organization, stated, in effect, that even before the last war, more than two thirds of the people of the world were undernourished all the time. The Soil Conservation Service of the U. S. Department of Agriculture has indicated that this country is experiencing a shortage of good farm land. The world indeed has a long and hungry history.

The continuation, as a national policy, of feeding famine stricken people in war torn lands emphasizes the need for producing additional food. Charitable inclinations provoked by urgent world demands reduce greatly our own abundance of food.

TRANSPORTATION PROBLEM

There is no question about there being a place for every ounce of food produced. It is paradoxical, however, that a surplus supply of food at one place is not always accessible to willing consumers in another section. This is true in the United States as well as in other parts of the world.

The need for an additional food supply is quite obvious. We are consuming more per capita than ever before. Perhaps one of the greatest new sources for adding to our future food supply is the sea. Shall we say "there are as good fish in the sea as ever came out of it?"

Improvements depend largely upon the distributive successes of your industry. Production is already available and only cheaper harvest and cheaper distribution methods remain to be accomplished. Every day is a part of your harvest season.

The increasing population of our country, plus world wide demands upon our own productive sources, should stimulate the fisheries industry to encourage volume increases with its lower unit costs, thus making it possible for many more consumers to enter the price range of purchase. Every possible approach, in-

(Continued on Page 12)

cluding the use of improved devices for the taking of more tons of fish and shell fish, better packing and protective services (including improved refrigerator cars), and heavier loading should be employed, but what is more important is to improve ways and means of reducing the distribution costs of the products.

The searchlight of inquiry should be focused upon the distribution of fish and fish products. Recent and possible future transportation trends are well worthy of your attention.

The opportunity exists for an industry plan to place major emphasis upon transportation.

FISHERIES PAYING TOO MUCH?

It will be our purpose to determine what the fisheries industries are paying for transportation services, and then to ascertain whether or not such assessments are upon an equitable basis. As the greater volume of your tonnage is handled by rail carriers, we will therefore offer more references to this mode of transport.

A substantial part of your tonnage moves long distances to market. Some of it requires very low temperatures in transit and the charges borne for such protective services are of relative immportance to the industry. In other words, protective services must be supplied and your dollars must be paid for such services.

In order to give you a deeper insight into just what you are paying for transportation and how such charges compare with charges for other perishable shipped for equidistances, a few typical comparisons are shown:

EXAMPLES

The following rates are from Pacific Coast origins to New York City and cover the perishables that move in quantity between the same places:

(Rates CWT)

Commodity	1923	1948
Oranges	$1.73	1.68
Grapes	1.73	1.83
Apples	1.50	1.83
Vegetables, Fresh	1.51	1.92
Fish, Fresh or Frozen	1.73	3.05
Fish, Dried	1.28	1.61
Fish, Canned	.95	1.28

For these comparative increases, especially the 76 percent shown for fish, fresh or frozen, it would seem that very little attention has been given by your industry to such matters. Perhaps you have had "other fish to fry."

I shall attempt to outline what we propose to do. We shall contact the principal ports and other places of origin and the markets of our country for your products. These contacts will undoubtedly reveal a lack of uniformity in charges for all transportation services. We propose to ask shippers in each of the important origin points to meet with our representatives for a full discussion of local traffic problems surrounding that portion of the industry in order to discover the best ways of bringing about needed improvements. Later, we will make similar contacts with receivers of fish shipments for the same general purposes.

HIGHER FREIGHT CHARGES?

Now to "fish in troubled waters." At the beginning of 1948 your industry was called upon to face freight charges over and above those of last year. Your freight rates have been substantially increased and such increases could prevent your serving profitable certain normal markets. As freight rates are increased the fisheries trade gets a smaller proportion of the consumer's dollar.

Incidentally, these rate increases have been permitted when rail carriers are enjoying generally the heaviest peacetime tonnage in their history. Thus, there is little probability of freigh rates being *reruced* in the near future and certainly not through carriers' voluntary actions.

On January 15, 1948, *your freight rates were increased* 20 *percent as a substitution for the* 10 *percent increase that became effective October* 13, 1947. *These increases are the result of the Interstate Commerce Commission's investigation identified as Ex Parte* 166, *in which interim upward revisions were ordered. A surtax covering these advances is added to the railroad's freight bill. Remember that during January* 1947 *your industry also experienced a* 20 *to* 25 *percent increase in its freight bil. It is ironic to note that rail rates are advancing while air lines are continuously reducing their assessments.*

WHAT TO DO ABOUT IT

It will be quite a natural and sound observation at this time to inquire, because examples of large freight rate increases have been mentioned, just what has been done or what can be done about it. In answer, the Department, through its commodity transportation specialists and commerce counsels, have appeared at all Ex Parte 166 hearings held before the Interstate Commerce Commission in an effort to protect the agricultural producer's interest. Your industry was encouraged by us to participate in the last two ExParte dockets.

Much, by way of testimony, exhibits, briefs, and arguments, has been offered for the record before the transportation regulatory agencies in behalf of agriculturists. It should be understood that fisheries were included as a part of agriculture. Expressed otherwise, it appears likely that some revision in freight rates will be made, at least before June 30. These revisions may make permanent the present freight rates, or further increase the rates or reduce the rates—the latter a seemingly remote possibility.

Before another investigation gets under way, we hope to have our fisheries transportation specialist available to cooperate with traffic managers of your industry and particularly with your own (NFI) Transportation Committee. It is desirable to assume an active policy in such situations rather than passive resistance.

FISHING INDUSTY "DORMANT"?

It is observed by some that your great industry has been practically dormant insofar as attempting to improve the transportation aspects of your distribution problems. This is attested by the fact that during the past 10 *years only two formal cases were heard involving fish, shell fish and products thereof before the Interstate Commerce Commission, and these were comparatively insignificant; whereas for grain there were* 146 *cases;* 70 *for livestock;* 190 *for fruits and vegetables; and* 130 *cases for dairy and poultry products, during the same period.*

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New precision instrument from Westinghouse laboratories brings five-fold returns on maiden voyage, paying off in dollars for good judgment of owners and skipper.

WESTINGHOUSE RADAR HIGHLIGHTS NORMANDIE CRUISE

"A Tuna Clipper is primarily concerned with catching fish, everything aboard must be an essential aid—either frequently or infrequently used—to the catching of fish. On tuna clippers there isn't any room for non-essential equipment. Radar no longer can be classified as a 'doodad' in the fishing fleet—it is now a necessity for most efficient navigation."

So says former United States Navy Lieutenant George Stokely, navigator on the fleet's biggest operating clipper, the NORMANDIE, one of the famous M. O. Medina flotilla. Skipper Jose deBlum Marques, as deft a fishing boat captain as you'll likely find on the seven seas, happy with continued big catches of tuna, definitely agrees.

Stokely, who holds both a Masters ticket and a Radio Operator's license, reports highly successful experience with the sparkling new Westinghouse type MU Marine Radar which was installed in the NORMANDIE in January just before she sailed for the Galapagos on her first Spring cruise of 1948.

BELIEVED FIRST IN FLEET

It is believed to be the first installation of new post-war radar in the Southern California tuna fleet, and possibly first within the entire U. S. Fishing industry. Electronic Engineering Company of San Diego, owned by Arthur C. McBride, Jr., made installation, with Ronald T. Strong, San Diego manager for Westinghouse and M. O. Medina, representing the owners of the NORMANDIE participating.

The new Westinghouse radar is available at approximately $9,000. It consists of three elements; an indicator console, a transmitter and antennae. The latter are combined and generally located on top of the bridge house.

Medina, pioneer user of large, long distance tuna fishing boats believes in going after fish with everything from boathooks to fathometers. He insists that every tool be efficient; that it be sensible and that it prove out in hard and tough competitive fishing agianst other ships, skippers and crews.

NORMANDIE HIGHLINER

How intelligently the Medina policy has been followed is shown by the consistently successful record of his boats. The NORMANDIE, for instance, was highliner for the San Diego fleet in 1947, delivering to the High Seas Packing Company nearly 1,978 TONS of yellowfin and skipjack, valued at more than half a million dollars! And this mark was achieved on only five trips! In evaluating this tremendous accomplishment due credit must be given to a skilled crew and to the generally superior seafaring qualities of veteran Captain Jose Marques. Plus Westinghouse radar properly used.

PAYS FOR ITSELF FIRST TRIP

As an example of how Westinghouse Radar paid off directly in hard dollars and cents for the NORMANDIE:

	Length of Cruise	Tonnage/capacity ratio of fish brought in
Normandie	76 days	100% (based on load figures)
Boat A	135 days	50% of Normandie catch
Boat B	141 days	66% of Normandie catch

The above data covered a period early this year. Boats number One and Two were typical of the remainder of the fleet in having long "cruises" with good but not sensational loads. It should be remembered that current price for tuna ranges to $340 per ton for yellowfin with somwehat lower prices on other types.

With Mid-Pacific tuna fishing obviously such big business, every day and even every hour counts. An afternoon lost waiting for fog to clear from bait-fishing banks; a day or two thrown away anchored in mist-shrouded shallows: time spent laying-to waiting out heavy seas when inshore waters are foggy—these are golden intervals needlessly wasted.

Before beginning the big cruise, the NORMANDIE ran into heavy fog while on a preliminary jaunt after requisite bait. Other fishing crafts were stymied. Because of his radar, however, Captain Medina (who was acting for Captain Marques while Marques was hospitalized for appendicitis) took his ship right ahead as though visibility were unlimited. He set a straight course up the coast, arranged an elaborate set of signals between the "mother" ship and a fifty-foot bait boat, then cruised confidently along with the bait boat circling the NORMANDIE and turning in load after load of the vital bait sardines.

(Continued on page 14)

Our photographer peered in just as Mr. F. W. Fischer, manager, communications and sales, Westinghouse corporation, looked in a magazine before checking on some electronic equipment manufactured by his company for M. O. Medina's boat NORMANDIE. Left is R. T. Strong, S. D. manager, Westinghouse and William U. Dent, Electronics specialist, at the console.

Radar Vital on Normandie Cruise

(Continued from Page 13)

Time thus saved proved invaluable, and on her first Westinghouse Radar equipped expedition, which began in earnest on January 20 and ended triumphantly on April 6, the NORMANDIE loaded with sardines cruised seaward 72 hours ahead of other boats lying-to waiting for the deep fog to lift. Captain Marques, recovered, was at the helm.

On the way down to Galapagos Skipper Marques said, "I want the ship to be put right off the tip of Culpepper Island just at dawn drifting in on the current and heading slightly away from the island!" With Westinghouse radar and Navigator Stokely on the job, the NORMANDIE was on precisely the desired position at exactly the time. Joe Marques is a sturdy believer in the practical value of the NORMANDIE'S Westinghouse radar and feels it has proved its value without question.

VALUE TOPS IN FOG

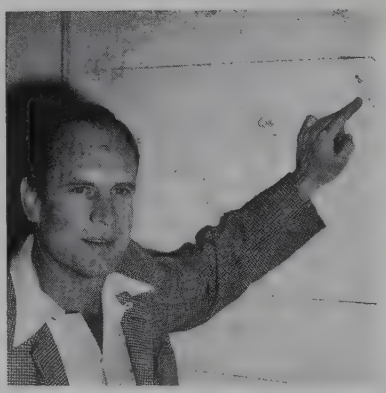
Value of the radar was shown time and time again on this cruise when expert use of her scope allowed the skipper to move into narrow channels, pick up bait and move out again while other ships were immobilized by frequently recurring fogs or bad weather. Again, in approaching fishing banks—usually around islands and schools of fish, the radar aided the skipper in enabling accurate chartings, giving him precise information as to course and, where off-shore, surrounding terrain.

On the return trip, successfully laden with a top catch, the NORMANDIE showed her heels to less well equipped boats by continuing up the coast, inshore and close, through thick weather or good; by navigating at confident speed under all circumstances. Because the radar enabled the skipper to stay in calmer waters closer to shore, without risk, cruising conditions were made easier for the crew and possible damage to superstructure topside on the NORMANDIE in high seas further out was avoided.

The Westinghouse radar aboard the NORMANDIE has definitely and thoroughly proved its value to the ship, proved it with golden authority, according to Mr. Stokely and the record. It does not lead the ship to a fish school, but it helps to insure that an alert skipper will not miss them because he must stay anchored somewhere else due to fog.

"Primary purpose of any tuna clipper is to catch fish, and every aid that helps catch fish is a necessity." This statement by Navigator Stokely merely reflects the staunchly progressive viewpoints of tuna boat operator M. O. Medina and other owners, and is backed up by the actions and records of leading skippers such as Jose Marques.

When a ship can demonstrate as did



GEORGE STOKELY

the NORMANDIE that she can save literally days and even weeks upon a single cruise in making a highly successful round-trip for the ever-elusive tuna, her crew may be pardonably proud of the radar which played so vital a part in her achievement.

Crawford N.F.I. Chief Due To Visit San Diego

Recently elected N. F. I. president Carlton Crawford will be a San Diego visitor following his attendance at meetings with the N. F. I. Executive Committee in Chicago earlier this month.

President Carlton's plans call for arrival in San Diego June 16. Wade Ambrose, Westgate Sea Products Co., San Diego; Joe Camillo, Lower California Fisherman's Association and Mal Xavier, N. F. I. Field Representative are assisting in plans for the visit. Carlton hopes to meet N. F. I. members at a luncheon and to hold a series of important discussions with industry leaders.

CARLTON CRAWFORD

N. B. Scofield Cruise Gains New Light on Sardines

Mackerel, which had been expected to be plentiful were scarce during the cruise of the California Division of Fish and Game research vessel, "N. B. Scofield," from March 26 to April 28, in Mexican waters. The object of the cruise was to make observations upon schools of sardines and mackerel, and to collect both sardines and jack mackerel for comparison with material collected in California waters. The only mishap of the entire cruise was one toothache on the part of a crewman.

The area covered was from Ensenada offshore, to Guadalupe Island, and southward along the peninsula of Lower California, approximately five hundred nautical miles below the international boundary to Point San Juanico.

South of Point San Eugenio, sardines were more abundant, especially in the area between Asuncion Bay and Point San Juanico. Among these schools, young fish appeared more numerous than adults. *In this area sardines were more plentiful than observed on any previous survey by the "N. B. Scofield." Past investigations have suggested that sardines in this area may constitute a population independent from the sardine population in California waters.* Collections were brought back to the California State Fisheries Laboratory and these will be studied to determine whether there is a true difference.

TERMINAL ISLAND DUE FOR THE DEEP SIX?

San Pedro harbor officials have expressed worry recently over the sinking of the east end of Terminal island, the condition giving rise to alarm over safety of structures in that area.

Extensive navy installations already have been damaged by the steady dropping of the island in this particular portion, the land falling at the rate of about ten inches a year.

MONTEREY'S HOYDEN

(Continued from page 6)

industry. "Those you get every day. But for a real poser my main worry used to be keeping sand and small gravel out of the packed sardines. One old lady was going to take me to court because she claimed she lost a filling by chomping down on a pebble in one of my sardines —but she settled for a $7.50 refill."

Knut's bright blue eyes sparkle at the mention of hard going in the fishing industry, competition being still a delight to his Norseman's spirit. He is installing tuna packing lines and getting ready for an ever larger share of the business of the bigger fish, although still interested in sardines.

PORTUGUESE CELEBRATE FIESTA

While more than 8000 fellow townsmen looked on, San Diego Portuguese-Americans celebrated their Annual Feast of the Holy Ghost with a colorful processional, religious observances and High Mass at St. Agnes church, banquet for 2500 guests and dancing in the evening, in a glorious finale to three day week-end rites.

Every San Diego based fishing boat that could time its return to the port was docked and its crewmen decked out in best Sunday meeting suits, and every family in the "colony" was represented.

With Pt. Loma high school band leading the way, hundreds of marchers representing the Portuguese Club, Society Espiritu Santo and other Portuguese patriotic and religious organizations made a procession from the UPSES hall on Addison street to St. Agnes church. After the High Mass, another procession brought participants back to the hall where feasting began.

Queen of the festivities was Gloria Freitas, and her attendants were Louise Freitas and Virginia Xavier, beautiful in elaborate gowns and sparkling diadems. An unusual feature of the Feast this year was the inclusion of a "little King" instead of the usual "little Queen," John Lauriano, jr., bearing a crown in this capacity. His attendants were Ernie Silva, jr. and Donald Madruga.

Matthew Monise Heads Celebration

Pioneer fisherman and boat owner Matthew Monise, president of the United Portuguese SES celebration this year, met the procession and escorted the honored personages into the church. Msgr. Laurence Forristal, pastor, St. Agnes, Rev. E. Creighton, assistant Pastor, and Rev. J. Martins, pastor of All-Saints church, Hayward received the Queen and the leaders into the church edifice.

Credit Due Unheralded Workers

Admiration of the large crowds for the beautiful gowns and the splendor of the procession between church and hall was a deserved tribute to the intensive work given unselfishly by Mrs. Matthew Monise for weeks and even months preceding the event. Each detail of gown selection, arrangements for the many organizations and their place in line of march, and the many colorful parts of the parade were planned and executed by Mrs. Monise and her loyal staff workers.

Not too much credit can be given to such unhearlded but hard working participants as John Lauriano and Tony Rose, co-owners of the Honor boat Victoria. Altho the Victoria itself could not be present these two industrious young men took on innumerable tasks and completed them in proud fashion. "They did a tremendous job," President of the Holy Ghost Feast Matt Monise, "and I think everyone connected with the celebration recognizes their efforts."

Due to the tremendous outpouring of guests, the program at the dinner following the procession was limited to introduction of guests and a short talk by Superior Judge Dean Sherry. Judge Sherry spoke highly of the fine work done and being done in San Diego by the Portuguese groups.

The Feast of the Holy Ghost celebrates a policy expressed in a wish by Isabel, canonized Queen of Portugal, more than six hundred years ago, that charity be especially given on this occasion each year, and perpetuated by the Society Espiritu Santo.

One reason for the success of the work —and there was tremendous amounts of it—in the kitchen which had to serve 2500 guests was the intelligent direction accorded by Mrs. Mary Monise as head cook and the valiant efforts of her cohorts Mrs. Rosella Monise; Mrs. Adelaide Lucas; Mrs. Mary Silva; Mrs. Germaine Brown; Mrs. Mary J. Silva; Mrs. Joe M. Medina; Mrs. Manuel Gama aand Mrs. Elsie Gonsales, among others.

This year's many unusual features included a representation by "special Queens" of many boats other than the Honor boat and they added much charm and color to the occasion.

Fireworks, including a spectacular display of bombs which opened to thrust forth American and Portuguese flags attached to parachutes, followed the religious services. On Saturday night a complete program of festivities, including dancing and fireworks had been a colorful part of the observances centering around the Honor Boat. Mr. Monise's boat the "VICTORIA," unable to make port in time, was represented by skipper Victor Goularte's clipper, the ENDEAVOR.

Matthew Monise, prominent leader in fishing fleet activities in San Diego, President of the recent Feast of the Holy Ghost celebration at Point Loma, and owner or co-owner of several tuna clippers.

Considerable youthful beauty was added to the observance of the UP SES Feast of the Holy Ghost in San Diego with selection of Queen Gloria Freitas and her attendants, Louise Freitas (left) and Virginia Xavier.

MONTEREY

Fishing Fleet in Monterey Harbor—Vital factor in West Coast Fisheries

Sardine deliveries for the entire season were only about half as large as usual, totaling a skimpy 14,000 tons. The "fish famine" in general increased for the second straight year. But the industry at Monterey made money and Cannery Row proved its ability to organize itself out of possible disaster.

In order to whip some of the factors involved in the recent poor fishing "crops," the processors literally had to take to wheels, and the canners took ambitious measures against defeatism by diversification and productive ideas.

As a result, the dollar turn-over at Monterey was almost triple that of 1946-1947. And fishermen, packers, boat-operators and business men in general face the coming months and years with brightest optimism.

FISHERMEN GET RAISE

Monterey fishermen, according to John "Bricky" Crivello, secretary and business agent of the AFL Seine and Line Fishermens' Union, did all right for themselves. They earned more this season than last, despite the poor catch, because of higher prices paid for the fish. Tonnage quotations reached a peak of $115 on the Bay this year. The Union negotiated and obtained a price hike last fall from $45 up to $60 per ton, but this figure later rose to $115 at Monterey and from $65 to $75 at Port Hueneme. Fishermen generally were said to have earned an average of $1600 or more during the season. And they figure to have better luck during coming months because of extension of their "area" southward by agreement, and by shifting into the highly paid tuna field.

OPTIMISM PREVAILS

Reasons for optimism on the part of both canners and fishermen in Monterey for the coming year can be briefed into three arguments: (a) A disbelief that depletion actually has occurred in the sardine industry, and a feeling that some unnatural cause diverted sardines temporarily from their natural migratory routes past Monterey; (b) Fishermen operating in Monterey Bay in February and March reported great schools of sardines traveling their normal routes; (c) A general "feeling" that a large class of recruits will be ready for netting this fall; (d) Changeover in some canneries to tuna lines.

One of the most unusual, yet common-sense attacks made on the problem of "fish famine" at Monterey this past season was the trucking in of fish all the way from Southern California, keeping the canneries open (2) processing of many types of fish and (3) canning of a great percentage of fish delivered.

TRUCK DELIVERIES SAVE THE DAY

With the prices of finished products reported up to $14 per case, with a $12.50 rate per case prevailing, sardine packers found end-results not too sad. But, to the industry, perhaps most important development was the proving up of truck deliveries of fish from Southern California a practicable maneuver. Extra cost of from $15 to $20 per ton was paid for the cartage, but the proposition paid off. This particular move had been discussed as early as 1946-47 season. In the alert race upon the highways were the San Carlos Canning Co., Sun Harbor Packing Co., California Frozen Fish and Hovden Food Products, leading the hue-and-cry, with Oxnard Canning Co., and Monterey Fish Processors Association later securing facilities and joining in.

One of the most important developments of this season was the willingness of the canners to process almost anything that came into the nets. Squid, herring and anchovies went into cans in unprecedented quantities, while the mackerel pack this year equaled the sardine pack.

Reduction was held to a minimum.

Entry of Frank Raiter of San Xavier Fish Packing Co. (30,000 case) into the tuna packing field, and announcement by the Hovden plant of their intention to enter this lucrative processing held out bright hopes for continued future progress.

Early Tuna Days

by R. B. Bentley

"In the early '90's the Golden Gate Canning Company was built in San Francisco for the purpose of canning sardines but was not very successful. So in 1895 Mr. R. D. Wade, Mr. A. P. Halfhill, Mr. R. J. Ledgerwood and a Mr. Lapham formed a company known at that time as the California Fish Company. They bought the entire equipment of the Golden Gate Canning company and moved it to East San Pedro. Stock included the only sardine boat, J. Willie, which was 50 ft. long and powered by a 40 hp. gasoline Pacific engine.

"A seasonal or yearly pack then was about 25,000 *cases, and everything went well until* 1902, *when the sardines just disappeared and for over nine months the boats failed to locate any sardines.*

"At that time there was no law pro-

Seasonal Tabulation for Monterey

			Values	
Sardines received	(tons)	14,424	$1,009,680	
Cases Packed		250,000	2,500,000	
Sardine Meal	(tons)	1,750	245,000	
Sardine Oil	(gals.)	277,950	416,925	
Sardine Dollar Turnover				$4,171,605
Tuna Received	(tons)	493	$271,150	
Cases Packed		22,600	497,000	
Tuna Dollar Turnover				$768,150
Mackerel Received	(tons)	10,214	$714,980	
Cases Packed		240,100	2,160,900	
Mackerel Dollar Turnover				$2,875,880
Anchovies Received	(tons)	5,442	$408,150	
Cases Packed		115,700	925,600	
Anchovie Dollar Turnover				$1,133,750
Herring Received	(tons)	1,056	$ 47,520	
Cases Packed		34,000	204,000	
Herring Dollar Turnover				$251,520
Squid Received	(tons)	3,574	$250,180	
Cases Packed		145,600	879,600	
Squid Dollar Turnover				$1,129,780
Total Seasonal Payroll				$1,500,000
Total Dollar Turnover				$11,830,685

The dollar turnover for the 1946-47 season (sardines only) was $4,399,683 and $12,819,270 for the previous season.

Ray Bentley, mechanical wizard and president of the Universal Canning Machine Company. Bentley's machines are in practically every Monterey plant and 5 in San Pedro. His machines also are now in operation in Iceland, Peru, South Africa and Venezuela.

hibiting young people from being employed, and since my father had passed away when I was eight years old, it left a burden on my two older brothers to support the family. So, when I was nine years of age, in 1898, I went to work at the cannery after school hours on the fryer baskets at 15 cents an hour. This was the beginning of my experience in the fish canning game and I have been at it ever since.

WORKED ALL DEPARTMENTS

"During my first four years in the cannery I was able to carry on the work in many of the departments, and Mr. McCann, the superintendent, used to leave me in charge of the work at times. I was only thirteen years old, but I was tall for that age and looked older.

"Late in 1903 they experimented on beans, and on lobsters, which were 1½c a pound, Jew fish which were ½c a pound, rock cod ½c a pound and albacore (the cream of the tuna family) which in that time was not marketable. If you offered an albacore to anyone they would feel insulted.

"Since retorts were not known of at that time the final cooking was made in a hot water bath in wooden tanks. A three hour cook in boiling water or 212 degrees worked out on sardines in previous years, but our beans blew up after a few weeks and most of our other experiments proved a failure.

"There was still some hopes of getting somewhere with the tuna as we had discovered that by steaming the albacore first before canning that it was something like chicken in flavor when packed in salad oil. But as our experimental pack was being made in 1-lb. tall hand sealed cans, we still had a problem on spoilage.

"Very little was done until about 1906 when a Mr. Leeds of the American Can Company produced a half pound flat can with a soldered top, so we tried a few ton more of albacore.

"This was what we needed to get somewhere as our knowledge of sterilization was not too much and although the heat penetration was not enough for the tall can it seemed to be enough for the half-pound flat and this was our beginning of the tuna packing industry of the Pacific Coast.

"Mr. Sigel Seeman of Seeman Brothers of New York had received many samples of the experimental pack and at the last he was so encouraged with the product that he placed an order for 10,000 cases early in 1907.

FIRST DAY OF COMMERCIAL PACK

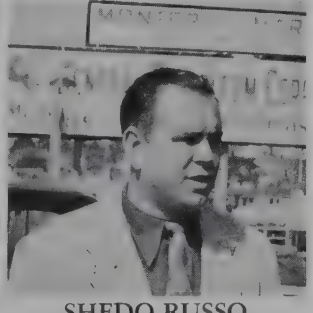
"Our first day of commercial packing of tuna began in May of 1907 and I remember the experience of that day very well. We had ordered our sardine boat to go out and get two tons of albacore the day before. They cut the heads off and entrails out as soon as they were caught. When the fish arrived we placed them in tanks of brine over night and steamed them early the next day.

"The steaming process was crude as we placed four fish on a sardine flake tray which is about 30 inches square and placed them in the hot water bath tanks, but without water. We stacked these trays by using 6"x6" blocks of wood and steamed for three hours.

The packing was done on the second floor so all cooked fish had to be carried

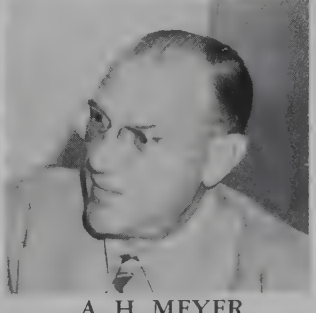
(Continued on page 19)

S. A. FERRANTE
Pres. Oxnard Packing Co.



SHEDO RUSSO
Monterey Editor

LAWRENCE COLLINS
Sales Manager of Oxnard Packing Co.



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SAN CARLOS PACKING COMPANY EXPANDS

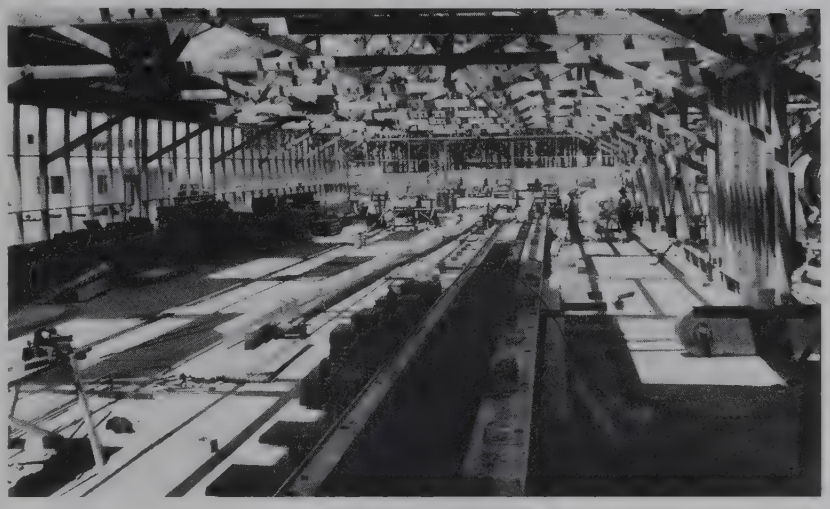
The San Carlos Packing Company, prominent in the sardine industry in Monterey, is extending their field to Oxnard where a new 5,000 case cannery is being constructed for the processing of sardines and mackerel.

The modern aluminum building contains some 30,000 feet of floor space and an addition of one or more tuna lines, as soon as the present sardine and mackerel lines are completed, is contemplated.

Many new and time-saving innovations have been designed and built for this ultra-modern plant. Most of the intricate design and construction was accomplished in the parent plant at Monterey. Among the main features employed in the Oxnard plant are three 9-basket sixty inch retorts, Standard Steel dryers, California Press Cooker and a battery of seven can machines which are interchangeable, for talls, ovals and rectangular cans with an output ranging from 350 to 600 cans per minute.

A stainless steel canning line, with continuous belt, will have a capacity of 140 workers. The entire plant is equipped with fluorescent lights.

Official opening is tentatively set for the first of July. A trial run of fish through the plant will be made, at that time, and plans call for continuous operation.



Interior of the San Carlos Canning Company, Oxnard Plant. This contains 30,000 sq. ft. of floor space devoted to sardine and mackerel canning with one or more tuna lines to be added.

The cannery on East Third Street, at Oxnard, is served by the Southern Pacific Railway. Spurs will also be built to serve a 40x200 foot warehouse which will be built adjoining the factory. Owning a five acre plot, future additions to the plant can be planned with an economical correlation of activities.

PORT HUENEME WHARF FACILITIES

Port Hueneme wharf facilities have already been constructed. A battery of trucks will haul the fish from port to the cannery. This ingenious plan was devised because of the lack of transportation facilities for the plant workers.

FRANK LUCIDO

General Manager at the Oxnard plant of San Carlos Packing Company is Frank Lucido, whose abilities throughout the industry are known and recognized. Lucido's office is at the site of the new East Third Street plant which devotes some 30,000 square feet of floor space to sardine and mackerel packs.

San Pedro's board of harbor commissioners had themselves a small but definite problem this month, with the department's staff of pilots requesting increases of $50 per month. If granted, the pilot pay scales will rise from $650 to $700 monthly.

Bentley Tells of Early Days in Industry

(Continued from page 17)

up the stairway on the side of the building.

"It was just after dinner when the fish were cooked and it was my job to take the fish up and show the girls how to clean and pack it. I put on an oilskin apron and a pair of gloves and picked up a tray of hot fish out of the steam box. When I got half way up the stairs I stepped on my oilskin apron which was oversize for me and tripped, from then on it was a mess of hot fish and myself at the bottom of the stairs. The next tray and I made it up the stairs as I changed aprons.

"In the cleaning of the cooked fish, which was very warm, I would say that we only saved the heart of each loin as the scrap would run 75%.

"The half-pound flat cans had only a cap hole in the top side about the size of a dollar and anything packed in this can had to be shoved through this hole.

"I had to break up the loin to force the pieces through this hole and then dip the can in a granite dish pan full of salad oil. Later caps were soldered on and the cans cooked in boiling water for three hours.

"About this time our supervision was changed and a man of long years of experience at the cannery took charge and I was the foreman. But after two years of packing tuna at our cannery other packers came into the tuna packing game and tuna canneries sprung up like oil wells in a new field.

"I believe it was about 1910 when I was given the position of superintendent as our former superintendent also went into the tuna packing business for himself, but sold his cannery to Mr. Frank Van Camp a few years later. This was the beginning of Van Camp in the tuna packing business.

"Tuna was the principal pack in Southern California until World War I and then sardine packing went into action and has continued on a seasonal pack ever since.

"Monterey also began packing sardines in the early days and developed into the largest sardine packing center of the world and has remained principally sardine packing ever since.

"In my years of experience in the fish canning industry, Monterey has been like the hub of a wagon wheel. They began packing sardines and still pack mainly sardines, while the industry has branched out on every spoke and around the rim from Cape San Lucas, Lower California, Mexico, to the Canadian border in various packs that keep most canneries in operation every month of the year.

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SAN DIEGO
CALIFORNIA

Fish Can't Swim to Market

(Continued from page 12)

Aside from the actual freight charges, many items of expense must be deducted fram the sales price of your products. Traffic items include icing, transit, demurrage, switching, car rentals, reconsignment, storage and other charges incident to transportation. All these costs as well as others must be deducted from the sales price. Will the resultant sales price then be too low for the fisheries organization or too high for the consumer?

With distributors of sea products, the result of all their efforts culminate at the destination point. Your gross and net returns are predicted upon conditions existing at the market places when your products are offered for sale. The sales price of course, is based upon the consumer's own idea of value or what he will pay for your product. She will resist buying when the price appears too high.

Therefore all factors involving distribution expenses should be closely scrutinized in order to keep the sales price at the market on a consistently low level and thereby create volume production and sales. As indicated before, one of the important cost factors that cannot be bypassed is the freight charge from point of origin to market.

It is the direct duty of the regulatory agencies to prescribe equitable freight rates.

NO NEED TO BE BASHFUL!

There is no need for your industry to appear reluctant in asking for reduced freight rate schedules if you are convinced that supporting data are available. The fact that carriers have made numerous representations to the public about their lack of sufficient net earnings to meet the rate of return they want does not mean that the freight rates prescribed to transport your commodities are on a fair and reasonable basis.

The rail carriers could conceivably suffer from low net revenue but this does not give license to such carriers to access inequitable rates upon any product. In other words, freight rate adjustments on your products should be upon a proper basis irrespective of what rates are being assessed against other commodities. In the final analysis, there can be no convincing arguments from transportation agencies as to why your products, when transported, should pay part of the bill for transporting some other products, or why you should shoulder more than your fair share of the transportation burden.

Fish has long been regarded an excellent food. Some have gone as far as to say it is an excellent brain food. If so, then a liberal diet of it for your transportation committee and our staff members may product increased brain power that will result in constructive plans for solving many of the problems of your industry.

Atlas Imperial Diesel Engine Co., which has been located in offices and store space at the B street Pier in San Diego has announced that it is moving its location to the former Chris-Craft show-rooms at 28th street and Harbor Drive.

A. Gordon Cunnings will be in charge of the Chrysler marine distribution end of the new offices, extending the company's services now to include San Francisco, Terminal Island, Newport and San Diego. Joe F. Flynn, who is manager of the Atlas Imperial Diesel Engine Division at Terminal Island, further announced that plans are being formulated for an "open house" at the 28th and Harbor Drive rooms later this month.

Mr. Dwight Carney will manage the Chrysler Division at the San Diego Branch under Mr. Cunnings, bringing a wealth of experience and ability to the job, and Mr. Lewis T. Lanphier will manage the Diesel Engine Division under Mr. Flynn.

Mr. John R. Watson will continue as office and Ports Manager for the firm.

"Open Season" On Jap Boats Illegally in Chinese Waters

It's open season on Japanese fishing boats which slip into Chinese waters illegally, according to the Chinese Navy. Passenger as well as fishing vessels have been asked by the Sino men-o-warsmen to aid in grabbing off Nippon fishing craft which are caught taking fish where they hadn't oughta.

So far at least 20 Jap fishing junks have been hauled in, mostly by the Taiwan (Formosa) customs, according to news despatches from the Chinese Central News agency. Those sharing in the capture of such foreign boats caught under illegal status share in the catch as a prize.

E. W. Robinson Resigns At Monterey Sun Harbor

Resignation of E. W. Robinson as manager of the Sun Harbor Packing Company plant at Monterey was announced May 19 by Jack Crivello, president, Sun Harbor Packing Company. A successor to Robinson will be named at a later date, Crivello said.

Oceanic Skipjack Available In Marianas

Oceanic skipjack are present in the Marianas Islands in commercial quantities, according to Fish and Wildlife Service biologist M. B. Schaefer, who made the recent exploratory cruise of the bait boat Oregon into Far Eastern waters. Anchovies and round herring are declared two likely sources of live bait, although quantities available probably would prohibit operation of the large, long-range vessels now in use on the West Coast.

According to a release from the South Pacific investigations unit at Stanford the fishery in this area (Marianas) would probably best be based on small boats manned by islanders. The Oregon was unable to secure live bait in sufficient quantities to enable fishing from this boat in the Marianas. The few tunas taken, it was reported, were secured by trolling and included several big-eye tuna fish.

SHIPS AND CALLS, now under correction, will be ready for publication again in our next issue.

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AN INDUSTRY PORTRAIT

" . . . Fishermen may operate seasonally from points closer to distant banks, but San Diego will continue to be the main packing point and fleet base."

Few men in the whole tuna industry are better known than Cecil W. Drake, entrepreneur and technician with the feeling of an artist. Drake has had a skilled hand in the fashioning of more tuna clippers than probably any other single individual in the field, and his boats have had uniformly successful careers.

Soft in speech, slow in manner, but quick as a tuna's leap when a thorny problem presents itself, Drake has made solid ranks of friends in the industry while climbing to an undisputed position of leadership in his line. The countless important contacts with leaders in all phases of fisheries endeavor weigh heavily for him when the scales need tipping, but Lady Luck has no right to claim any credit for his rise.

FROM BOTTOM UP

The technical knowledge which gives solid foundation to every tuna ship on which he figures was earned the hard way, via the University of Hard Knocks. He began with Fairbanks-Morse when he was sixteen and put in 19 industrious years with that nationally known outfit. He took keenest advantage of a student's course in Engineering products at F-M, then went to work in the Los Angeles branch. He worked, incidentally, with the sweat of his brow and earned many a callous fitting nuts and bolts and doing rock-bottom tasks with marine pumps and Diesel engines. He was Sales and Marine Engine sales manager with Fairbanks Morse Los Angeles department when he took up work for himself.

It was a placid, slow-moving San Diego when Drake came here in 1926, but full of promise. Right away he made contact with Lawrence Oliver and Charley Landers, who had the Chesapeake Fish company then, and sold them a 60 horsepower Diesel for the boat, the Chesapeake. Most of the boats then were using Fairbanks-Morse. Average HP ratings for the Diesels then in use were from 45 to 60, whereas the big sea-going boats now roaming the Pacific think nothing of installations of 1000 horsepower jobs.

"DRIFTED" INTO DESIGNING FIELD

Drake more or less drifted into design of machinery installations. He makes no pretensions to being a general boat architect, leaving this portion of the work to such skilled naval architects as G. Bruce Newby, Captain A. C. Wilvers and Arthur De Fever, with whom he collaborates. He has had a hand in the design of more than thirty tuna clippers, six of which (the Courageous class) being built at the United Concrete Pipe Corporation at Long Beach, and five at Avondale Marine Ways of New Orleans. Drake is official West Coast representative for Avondale, incidentally.

Cecil Drake, famous wherever tuna boats are built, sold, operated or designed. He sees to it that every tuna boat owner who really wants a successful boat may start with sound, proven machinery and engine installation designs, and follows a clipper from "dream" stage through every obstacle right down to the sea.

"It wasn't too hard to drift into this business," Drake says. "I wanted to sell Diesels, lots of them, and so first we had to find boats. I come in sort of handy when it gets down to bringing the four main elements together which create fishing boats: (a) the fishermen, (b) the cannery which wants the fish (c) the shipyard which wants to build the boat and (d) the financing agency which is happy to assist everybody else—perhaps. Sort of a House that Jack Built."

FEELS TUNA INDUSTRY SOLID

Drake feels that the tuna industry is only beginning, and that its share of the business will some day equal the best salmon production.

"And this will be the main tuna area from now on, too," Drake affirms. "Sure, the fishermen may operate seasonally from points closer to distant banks, but San Diego will continue to be the main packing point and fleet base. Sort of like the Navy's use of this port as home."

Cecil's aptitude for machinery led directly to his introduction into tuna boat construction of the first alternating current powered vessel (The Reliance—about 1930) and the first installation of the new common vertical bait pumps in the same ship. The Reliance was also the first tuna clipper to boast twin-powered auxiliaries, the old practice being to put in one power unit and drive the other from main engine.

Plenty of difficulties confront any architect or technician in planning engine installation and boat design, but these narrow down to a few relatively deceptive problems, Drake claims.

"Basic difficulty, whether working with wood or steel tuna clippers, is to get the hull properly designed so she will carry her full load. Achieving exact proportions of length, beam and draft, yet maintaining enough freeboard while allowing ample stowage space for fuel, bait and cargo plus personnel housing is the nub," according to Drake.

Among boats in which Cecil took a hand are the "Courageous," "Joan of Arc," "Paramount," "Mauretania," "Sun Hilarita," "Sun Jason," "Sun Rays," and the world's largest tuna seiner, the famed Santa Helena, which under skipper Andy Zamberlin's handling brought in an estimated 340 tons of tuna on its maiden voyage, needing only 32 "sets" to achieve the tremendous load. The catch was figured at about $135,000 and Van Camp facilities were in use for about four days in its unloading.

Cecil approves heartily of the latest improvements which assist the big clippers to sail the high seas safely and efficiently, and figures installation of such devices as radar basically sound.

A native of Pomona, California, Drake went to school in Los Angeles before going to Fairbanks-Morse. He is 46, eager for more work and more boat designing, but a little leery of the gardening he feels has slipped up on him along with the new home he recently purchased at 61 Silvergate Place, Point Loma. What with three children helping him relax, William, 16, Margaret, 13 and Dana, 1½, Cecil hasn't found too much time for handling small boats or skiffs, but threatens to get one "one of these days."

GENERAL DOCK TIE-UP?

Looks as if a general commercial or freighting dock tie-up were in the offing if an agreement between Waterfront Employers Association and Longshoremen in San Pedro isn't reached by June 15, according to recent reports. This will be part of a coastwise strike set in simultaneous pattern, and over which U.S. Conciliation Service has hovered in attempts by negotiations to iron out differences in meetings at San Francisco. San Francisco offices of the ILWU reported 90 percent vote in favor of the strike action.

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French Sardine Co. Opens New Offices

More than a thousand curious guests jammed the new French Sardine company office buildings in elaborate dedication ceremonies held on Friday, May 14 at 582 Tuna Street, Terminal Island, San Pedro.

Laughter flowed like wine—and there was plenty of liquid refreshment flowing, too. All sorts of hors d'oevres, full course luncheons, cakes, salads, and tidbits were spread out for appreciative guests, to compensate for the tired feeling engendered in running from one end of the huge building to the other.

All offices formerly on the second floor of the No. 1 plant at Fish Harbor have been moved into the new quarters, which have been converted from the former Navy receiving station administration headquarters at the same site. Plant Engineer Vincent Marich did a magnificent job in the remodernization project, which transformed drab and ordinary office spaces into impressive suites and conference rooms plus individual and general offices.

BEAUTIFUL DECOR

Large rooms, featuring special wood paneling and ornamented by water-color originals or huge enlargements of spectacular photographs in color, will house all the firm's top officials, plus clerical and sales personnel. About 22,000 square feet of space is available. In addition are dining rooms, a kitchen and a large conference hall. Plenty of room for expansion is provided in the new office sections, with the first floor holding areas to be used for reception purposes and containing the dining room, kitchen and an office for the payroll staff. The exterior will be stuccoed later.

Mr. Don Loker, vice-president and public relations director of the extensive French Sardine Co. holdings in Terminal Island.

Executive of French Sardine Co.

Indicative of the speed, dash and energy with which the firm is climbing in the fishing industry is the youth of its top executives.

Oldest man in the executive group is John Tripps, secretary-treasurer, at a ripe old 36 years. Other leaders are boss man Joe Bogdanovich, 34; Jerry Scharer, Sales Manager, 34; Nick Trutanich, Production Manager, 33; George Gligo, Fleet Manager, 34. These men exemplify the hustle and bustle so necessary to any successful organization, yet show the balance and evenness of keel set down by Martin J. Bogdanovich from the earliest days in 1917.

INDUSTRY LEADERS PRESENT

Leaders in the Southern California fishing industry were present from points hundreds of miles distant, and executives in allied fields were on hand to offer congratulations.

Everyone missed popular Don Loker, who was laid up with a severe attack of recurrent malaria or jungle fever from war time days. Don is considered one of the most effective men in his field, and his presence always adds wit and action to an occasion.

An imposing photographic study of the firm's founder, Martin J. Bogdanovich, looked out upon the throngs pouring through the beautifully decorated conference room, and observers could not help but be impressed by the character and force shown through the picture.

A bright, sunny day added to the good omens surrounding the Open House, and lent its charm to an extremely well thought out event.

Joseph Bogdanovich, dynamic young chief executive of the expanding French Sardine Company, Terminal Island, at his desk in new offices recently opened on Tuna Street, San Pedro.

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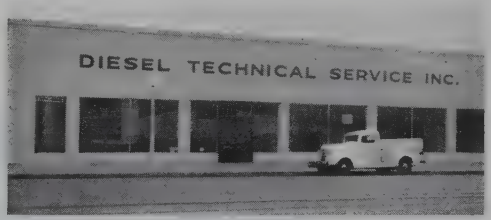

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Top Technicians of Tuna Street

No organization is better than its staff —which is one reason why the San Pedro Bureau of Marine Fisheries, California State Fish and Game Commission, is considered so highly. The staff is tops.

Perched alertly at the head of famed Tuna street on Terminal Island, the Bureau's offices are ancient and prosaic at first glance. But within the walls of each office and laboratory there is a hum of action and interest, a feeling of accomplishment and knowledge riding with every worker, and a background of efficiency based on plain old "knowhow."

Heading the staff is Dr. Frances N. Clark, who began her climb to supervisory eminence at San Pedro back in 1921, *and who has cinched her position as one of California's leading marine scientists through years of consistently high performance in an exacting field.*

Dr. Clark has built up a sharp, competent group which includes some of the best of fishery experts and a balanced list of assistants who take a real interest in their work, and turn out plenty of it. Her title is Supervisor, California State Fisheries Laboratory.

Among those prominent in the San Pedro office is Mr. H. C. Godsil, who is in charge of the tuna investigations, and who has particularly been interested in the cruises of the N. B. SCOFIELD. Mr. John F. Janssen, jr., who was in charge of Biological Survey on the recent N. B. SCOFIELD cruise, Robt. C. Wilson and John E. Fitch are biologists in the office.

BIG LIBRARY

A feature of the San Pedro department is its excellent library of technical detailed fisheries data interspersed with biographical material. More than 5000 *bound volumes concerned with the fishing industry are available to readers, in addition to a stock of from* 30,000 *to* 35,000 *periodicals and lesser publications.*

Miss Patricia Powell, librarian in charge of the collection, receives material for her shelves in 22 different languages. She is assisted directly by a staff of three.

A complete list of the personnel connected with the Fish and Game officers at San Pedro include:

Mr. Halftan Abrahamsen—Deckhand, "N. B. Scofiild"; Mr. Herbert W. Davis —Deckhand, "N. B. Scofield"; Mr. Robert Mills—Marine Diesel Engineman, "N. B. Scofield"; Mr. Herbert W. Davis Radioman, "N. B. Scofield"; Mr. Peder Stockland—Netman and Boatswain—"N. B. Scofield"; Capt. Lars J. Weseth—Captain, "N. B. Scofield"; Walter T. Richards—Deckhand, "N. B. Scofield".

DR. FRANCES CLARK

Mr. John G. Carlisle, Jr.—Aquatic Biologist; Dr. Frances N. Clark—Supervisor; Mr. Charles R. Clothier—Assistant Marine Biologist; Mr. Robt. D. Collyer—Assistant Marine Biologist; Miss Anita E. Daugherty—Jr. Aquatic Biologist; Mr. John E. Fitch—Assistant Marine Biologist; Mr. Harry C. Godsil—Associate Marine Biologist; Mr. John F. Janssen, Jr.—Senior Marine Biologist; Mr. Phil M. Roedel—Associate Marine Biologist; Mr. W. L. Scofield—Senior Marine Biologist; Mr. Robert C. Wilson—Jr. Aquatic Biologist; Mr. Parke H. Young —Jr. Aquatic Biologist; Edward C. Greenhood—Fish and Game Seasonal Aid.

Miss Valerie H. Calkins—Intermediate Clerk , Statistics; Mrs. Irma E. Compton —Senior Clerk, Statistics; Miss Geraldine Conner—Fisheries Statistician, Statistics; Mrs. Ilene Hayes—Intermediate Clerk, Statistics; Mrs. Floy E. Hughes—Intermediate Clerk, Statistics; Miss Mary Jean Lavarini—Intermediate Clerk, Statistics; Miss Lila T. Lifter—Intermediate Clerk, Statistics; Mrs. Leona Miller—Intermediate Clerk, Statistics; Miss Helen Nelson —Supervising Account Clerk, Statistics; Mrs. P. Patricia Powell—Senior Librarian; Mrs. Rose A. Rinard—Intermediate Steno-Clerk; Miss Julia Sanchex—Key Punch Operator Grade 1, Statistics; Mrs. Esther V. Thom—Key Punch Operator Grade 2, Statistics; Mrs. Ardelle L. Tice —Intermediate Clerk, Statistics; Mrs. Betty Walborn Woodruff — Tabulating Machine Operator, Statistics; Margarett E. O'Brien—Jr. Steno-Clerk.

Norwegians Experiment With New Type Nets

New sink nets and purse seine have been reported under experiment off Svolvaer, Balstad and Rheine, by Norwegian fishermen, with promise of effective success. The purse seine yielded catches of from 5500 to 6600 pounds, three or four fishing craft operating as a team with two nets. Each set required from 45 minutes to an hour, allowing eight to ten sets per day.

When using the new type sink net, the proper depth for operation was determined through use of a depth finder which located the area in which the fish were bunched. This piece of gear was considered as very practicable and cheaper than gill nets or lines. Both the purse and sink nets were designed as submersible units for quick handling, and difficulties appearing in the experiments indicated trouble if the new types were used on the same grounds with regular types of gear.

Executive Committee Chosen by San Diego Harbor Association

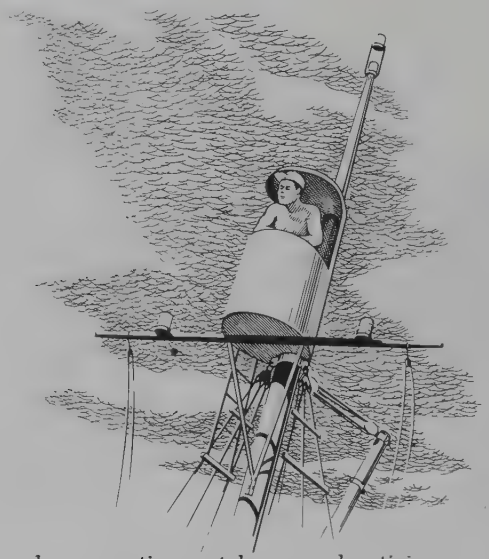
Election of an Executive Committee was main business at a meeting Friday, May 14 of the newly formed San Diego Harbor Association at the San Diego hotel. Honored were Kerneil Bernardini, of Peoples' Packing Company; Harold Cary, Lynch Shipbuilding, Anthony Bregante, Herbert Styris, of Nuttall-Styris, and Jimmy Lane of Westgate Sea Products Co.

President of the new Association is Jimmy Lane, vice-president at Westgate, and J. J. Camillo, general manager of the Lower California Fishermen's Association is Vice-president. Herbert Styris is Secretary-treasurer.

"Our purpose," said Lane, "is to provide stoutest cooperation with city, county and harbor officials in every possible way to further harbor development and aid in civic betterment."

Tom Armstrong, familiar in San Diego public relations, has been named manager and public relations director for the association.

USE ILLUSTRATIONS



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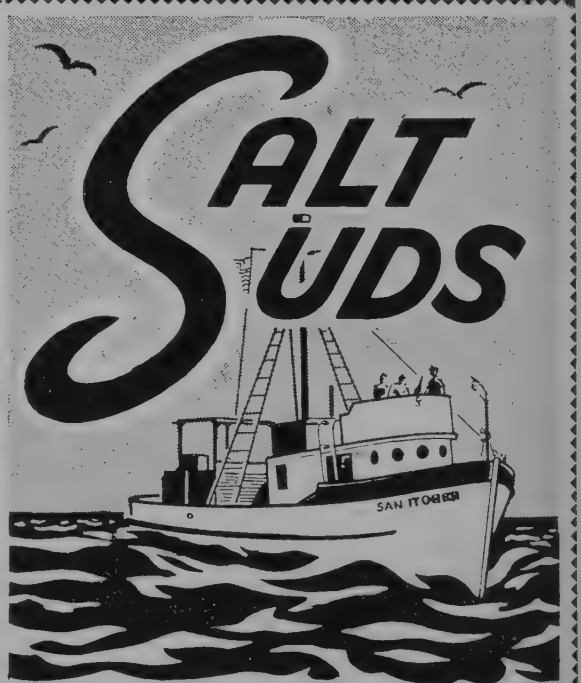

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C. J. HENRY OPENS NEW SAN DIEGO STORE

The new C. J. Hendry store at Point Loma, San Diego is one of the most modern on the Pacific Coast.

The new store is located at 2904 Canon Street, which is 1½ blocks from both the San Diego Yacht Club and from the High Seas Tuna Packing Co. A complete line of marine supplies and equipment for yachtsmen and for commercial fishermen will be carried as well as a good stock of builders hardware, paints and tools. As an added convenience, the store will be open on Sunday mornings.

The manager of the new C. J. Hendry store is Reid Scott. The main San Diego C. J. Hendry store at 930 State Street with Parker S. Olsen as manager, is also practically doubling its floor space. These enlarged facilities reflect C. J. Hendry's confidence in San Diego's future as a yachting and commercial fishing center.

Indo-Pacific Fisheries Council Established . . .

Establishment of an Indo-Pacific Fisheries Council was announced by Dr. D. B. Finn, Director, Fisheries Division, before a recent meeting of the Food and Agriculture Organization of the United Nations at New York.

Activities of the new Indo-Pacific body would correspond to the work done by the International Council for Exploration of the Sea during its past 50 years of operations in European waters. Setting up of such a Council was considered by FAO since earliest days of its inception, and was believed particularly important in view of the pressing food situation throughout the Far East.

Meetings were held in Baguio, Philippine Islands, earlier this year, with delegates from Burma, France, China, Netherlands, India, the Republic of the Philippines, United States and United Kingdom. Also present were observers from Italy, UNESCO and the Supreme Commander for Allied Powers, Japan.

As an outcome of meetings held daily, unanimous agreement was reached that each delegate approve the foundation of the INDO-PACIFIC Fisheries Council, and that a wider range of activity be included in the work to be done by the Council.

To be incorporated within the functions of the group, in addition to biological and oceanographical investigations, would be the cooperative development of the fresh-water fisheries of the countries of the Indo-Pacific area, and matters relating to technology and distribution.

Further work would be done in the fields of:

(A) Biology (the study of the living fish, their habits and environment)

(B) Hydrology (the study of the water, its composition and its movements)

(C) Taxonomy (the study of the classification of living aquatic organisms)

(D) Technology (the study of the technical means of catching, preserving, distributing and preparing fish and fisheries products)

Fisheries resources of the area have been considered as potentially fruitful, and at the Fisheries Meeting in Singapore early in 1947 the considered opinion of experts at that meetings was that not more than one quarter of the potentialities of the fisheries were being exploited.

Approval of the reports of the Baguio conference of fisheries and nutrition was included in decisions taken by the Council of the United Nations' Food and Agriculture Organization in a two week session concluded on April 17 in Washington. The Fisheries report carried a recommendation that the Governments of Southeast Asia area, in establishing an Indo-Pacific Fisheries Council, work together for greater utilization of resources of the seas for their people.

BIG BUSINESS—THAT'S FISHING INDUSTRY!

Have you given a thought lately to the magnificent industry of which you are a part, considering its tremendous growth of recent years and the extent of its importance in the lives of fellow Americans? Consider some of the figures below, compiled by the U. S. Fish and Wildlife service:

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WHOLESALERS AND MANUFACTURERS TURN OVER THEIR INVESTMENT* ABOUT	4.4 times annually
RETAILERS TURN OVER THEIR INVESTMENT*	15 times annually
ESTIMATE OF CAPITAL INVESTMENT IN COMMERCIAL FISHERIES*	
PRODUCERS:	ACCRUED VALUE
Vessels and Boats	$225,000,000
Nets and other gear	38,000,000
FREEZING AND PROCESSING PLANTS	145,000,000
WHOLESALE FISH HOUSES*	130,000,000
RETAIL FISH DEALERS, CHAIN STORES, ETC.*	59,000,000
TOTAL	$597,000,000

* CAPITAL INVESTMENT DEVOTED TO FISH TRADE.

NOTE: It is estimated that the 1947 replacement value of fishing craft, gear, and wholesale and processing plants would be $742,000,000.

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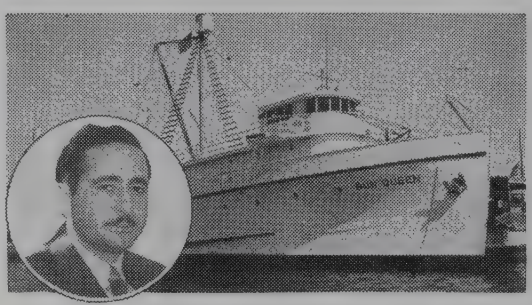

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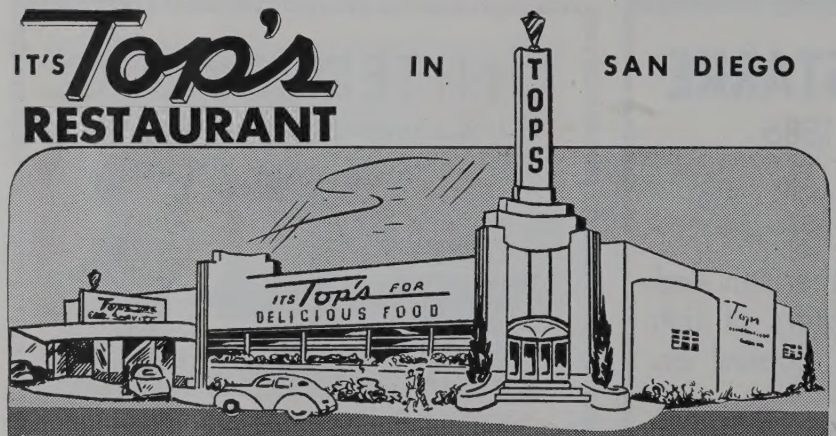

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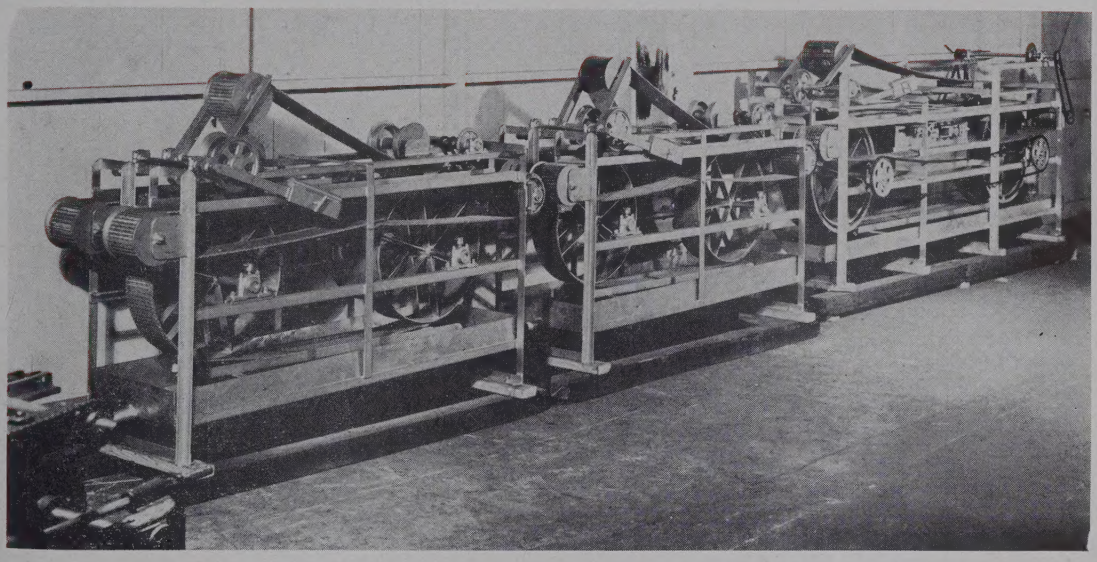
San Diego, Cal.

UNIVERSAL FLAT CAN DRAINER



Drainers built for domestic and export trade awaiting shipment.

A specially designed sardine drainer manufactured for any type can or capacity, to your requirements.

Recovery of by-products assures additional source of revenue and cuts down production costs. An average of 30 to 35 ounces of oil can be recovered per case by draining after the pre cook. Efficient draining of the filled cans before saucing actually improves the quality of the pack.

Drainers for 1 pound talls or ovals of simple construction and efficient operation quickly and easily installed in any line.

There are 14 of these drainers performing economically in the Monterey area and five in Southern California:

SOUTHERN CALIFORNIA PACKING CO.
CALIFORNIA MARINE CURING AND PACKING
CAL CAP FISHERIES
PAN PACIFIC FISHERIES
AMERICANO PACKING CORPORATION

These money saving machines are also now in operation in Iceland, Peru South Africa and Venuezla.

Write us for quotations on the latest type fish cutting and viscerating machines.

UNIVERSAL CANNING MACHINERY CO.

Mail Address
762 Bayview Ave.
Pacific Grove, California

Factory
757 Ocean Ave.
Monterey, California

VELERA AND DIXILAND BRANDS

California Sardines

Quality that builds repeat sales!

SAN CARLOS CANNING CO.

SALES OFFICE: 260 CALIFORNIA ST., SAN FRANCISCO

CANNERY: MONTEREY, CALIFORNIA